

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N JO 7110.470

### Air Traffic Organization Policy

Effective Date:  
June 24, 2007

Cancellation Date:  
February 14, 2008

**SUBJ:** Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR) Flight Plans

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**1. Purpose of This Notice.** This notice amends Federal Aviation Administration Order (FAAO) 7110.10S, Flight Services, Paragraphs 6-1-2, Flight Plans; 6-2-1, Flight Plan Recording; 6-6-2, AMIS Within an ADIZ-DVFR; 6-6-3, Forwarding DVFR Information; 6-6-5, Addressing DVFR Flight Plan Messages; and 7-2-3, Inbound Private Aircraft: ADIZ Requirements.

**2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Flight Services Information Areas and all air traffic control facilities.

**3. Where Can I Find This Notice?** The notice is available on MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications](http://www.faa.gov/airports_airtraffic/air_traffic/publications).

**4. Action.** Facility managers shall ensure operational personnel are briefed on the contents of this notice prior to the effective date.

**5. Procedures.**

a. Specialists shall advise a pilot to activate with Flight Service and that a beacon code will be assigned upon activation. Amend FAAO 7110.10S, Paragraph 6-1-2, Flight Plans, as follows:

**6-1-2. FLIGHT PLANS**

Subparagraphs a through j – no change

k. When a pilot files a Defense Visual Flight Rules (DVFR) flight plan, advise the pilot to activate with Flight Service. Also, advise the pilot that a discrete beacon code will be assigned upon activation.

**NOTE-**

1. A discrete beacon code may be assigned when the flight plan is filed, as necessary. If the pilot wants to file a DVFR flight plan that departs outside the facility's flight plan area, provide the applicable toll-free number for the departure FSS.

2. Discrete beacon codes are assigned to facilities in accordance with FAAO 7110.66, National Beacon Code Allocation Plan.

b. Both M1FC and OASIS will require flight plan entry modifications for the systems to accept the North American Aerospace Defense Command (NORAD) address and to transmit the DVFR flight plan correctly. Flight Services 21st Century will perform this process. Amend Paragraph 6-2-1, Flight Plan Recording, as follows:

### **6-2-1. FLIGHT PLAN RECORDING**

Record flight plans on FAA Form 7233-1, M1FC Domestic Flight Plan Mask, or in the OASIS Domestic Flight Plan dialog box. Completion of all blocks or fields is not required in every case, and all items filed are not always transmitted. Use authorized abbreviations where possible. Complete as follows:

***NOTE-***

*OASIS. For detailed instructions on the Domestic Flight Plan dialog box, refer to the WINGS online help or the WINGS System Users Guide.*

- a. Item 1. Type of flight plan.
  - 1. FAA Form 7233-1. Check the appropriate box.
  - 2. M1FC - FR: field.
    - (a) V - civilian VFR flight plans, including DVFR.
    - (b) MV - military VFR flight plans.
    - (c) PV - VFR flight plans departing from outside the facility's flight plan area.
    - (d) DV – Do not use. See paragraph 6-6-3a.

Subparagraphs 6-2-1a2(e) through 6-2-1a2(i) are not changed.

- c. Amend subparagraph 6-2-1a3, as follows:
  - 3. OASIS - Select type of flight plan from the Flight Rules (FR) drop-down list:
    - (a) VFR – civilian VFR flight plans, including DVFR.
    - (b) IFR
    - (c) DVFR – Do not use. See para 6-6-3a.
    - (d) MIL VFR
    - (e) MIL IFR
    - (f) STEREO CVL
    - (g) STEREO MIL
    - (h) MIL IFR STOPOVER
    - (i) MIL VFR STOPOVER
    - (j) DVFR STOPOVER – Do not use.

There are no further changes to paragraph 6-2-1.

d. Amend Paragraph 6-6-2, AMIS WITHIN AN ADIZ-DVFR, as follows:

**6-6-2. AMIS WITHIN AN ADIZ-DVFR**

For security control of air traffic, specific information contained in flight plans filed by a pilot operating or proposing to operate in accordance with DVFR within an ADIZ shall be forwarded to NORAD.

**NOTE-**

*Other offices, military and civil, as well as pilots, may file DVFR flight plans with an AFSS/FSS for forwarding to NORAD.*

e. Amend Paragraph 6-6-3, Forwarding DVFR Information, as follows:

**6-6-3. FORWARDING DVFR INFORMATION**

Except for Alaska, forward DVFR flight plan information to NORAD via the Service B NORAD address or by telephone as follows:

**NOTE -**

1. *The following NORAD addresses are group addresses that include all appropriate NORAD sectors and law enforcement:*

*KZAMZQZX - the 48 contiguous states and San Juan.*

*PHIRAO CZ – Hawaii.*

2. *NORAD will not send an acknowledgment and must be manually acknowledged from the suspense list by the specialist. (NORAD Headquarters assumes responsibility for receipt.)*

a. VFR

1. M1FC - DVFR flight plans shall be entered into the M1FC flight plan mask with “V” in the FR: field for processing purposes. The applicable NORAD address must be manually entered into the CP: field. If “NORIV,” delete AFSS closure point address.

2. OASIS - DVFR flight plans shall be entered into the OASIS Flight Plan dialog box with “VFR” selected in the flight rules drop-down list box for processing purposes. The applicable NORAD address must be manually entered into the closure points text box. If “NORIV,” delete AFSS closure point address.

b. Aircraft call sign.

c. Number and type of aircraft.

d. Altitude (within ADIZ).

e. True airspeed.

f. Time of departure.

1. When the flight plan information is provided before the aircraft's departure, enter as a proposal. Depart the flight plan immediately upon receipt of the actual departure time.

2. If arrangements cannot be made to obtain the actual departure time, forward the estimated time of departure (ETD).

g. Point of departure.

h. ETA.

i. Destination.

j. Remarks.

1. DVFR discrete transponder code.

2. True airspeed.

3. Estimated point of penetration of ADIZ (latitude/longitude or fixed-radial-distance).

4. Estimated time of penetration of ADIZ.

5. If NORIV will be filed with an appropriate aeronautical facility, include the abbreviation NORIV. Do not pass "NORIV" to NORAD. For Service B transmissions, precede "NORIV," remark with the percent (%) symbol.

**EXAMPLE –**

*1210 135 3442/9345 1446*

**NOTE –**

*On a proposed flight plan, a single "X" may replace the DVFR discrete transponder code, true airspeed, estimated point of penetration of ADIZ, or the estimated time of penetration.*

**EXAMPLE –**

*Missing true airspeed:*

*1210 X 3442/9345 1446*

*Missing estimated point of ADIZ penetration and time with NORIV:*

*1210 135 XX %NORIV*

f. Amend Paragraph 6-6-5, Addressing DVFR Flight Plan Messages, as follows:

**6-6-5. ADDRESSING DVFR FLIGHT PLAN MESSAGES**

Forward DVFR flight plan information (Reference para. 6-6-3) as follows:

a. Contiguous U.S. ADIZ. Forward DVFR flight plan information to NORAD.

b. Alaskan ADIZ. Alaskan ADIZ procedures are contained in a Letter of Agreement with the affected facility.

c. Hawaiian ADIZ. Forward all DVFR flight plan information to NORAD.

1. MIFC - Enter "V" in the FR: field of the flight plan mask.
2. OASIS – Select "VFR" in the flight rules drop-down list of the flight plan dialog box.

d. Canada. Routing DVFR flight plan messages to Canada. Compose DVFR messages pertaining to aircraft operating on a DVFR flight into Canada using the same procedure as for DVFR messages in the 48 contiguous states, except add "DVFR" in remarks. In addition, address and route to the appropriate transborder tie-in station.

g. Amend Paragraph 7-2-3, Inbound Private Aircraft: ADIZ Requirements, as follows:

### **7-2-3. INBOUND PRIVATE AIRCRAFT**

Subparagraphs a through c – no change.

d. Forward information on DVFR aircraft inbound to the U.S. to NORAD via Service B or by telephone. Forward the following information:

1. Aircraft call sign.
2. Number and type of aircraft.
3. Altitude (within ADIZ).
4. True airspeed.
5. Time of departure.
6. Point of departure.
7. Destination.
8. ETA.
9. Remarks: DVFR discrete transponder code; estimated point of penetration of ADIZ (latitude/longitude or fixed-radial-distance); and estimated time of penetration of ADIZ.

**NOTE-**

1. See paragraph 6-6-3 for MIFC and OASIS transmission information.
2. Further information on ADIZ requirements is contained in Title 14, CFR, Part 99.

**6. Distribution.** This order is distributed to the Air Traffic Organization (ATO) Flight Services Information Areas, and all air traffic facilities.

**7. Background.** DVFR procedures, as contained in FAA Order 7110.10, Flight Services, and FAA Order 7610.4, Special Operations, were developed over 25 years ago. Those procedures required that DVFR flight plan information be sent to the tie-in Air Route Traffic Control Center

(ARTCC), who then forwarded the information to NORAD. The pilot had to activate his flight plan (for search and rescue purposes) with the AFSS and then contact the ARTCC to obtain his beacon code and activate the DVFR flight plan. The ARTCC then forwarded the activation time to NORAD. When these procedures were developed, DVFR traffic was low volume, and the procedures, while very work intensive, were acceptable for this level of activity. With the rapid development of oil fields off both coasts and in the Gulf of Mexico that began during the late 1980s, and the resultant huge increase in helicopter traffic in support of these operations, the procedures quickly proved inadequate for the task.

In the mid-1990s, the Southwest Region began testing a new system for handling DVFR traffic. Using a personal computer with a Service B drop, the AFSS accepted and transmitted DVFR flight plans directly to NORAD using a specially created address, ZAM. The AFSS assigned the beacon code when the pilot filed his flight plan. The trial procedure alleviated the burden on the ARTCC and only required one radio contact by the pilot on departure.

This change expands the usage of the DVFR flight plan procedures developed in the Southwest Region to all facilities except Alaska. Affected AFSSs will now be the primary contacts for DVFR operations, assigning a DVFR beacon code and transmitting all DVFR flight plan information directly to NORAD.



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5-31-07

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Date Signed